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USSR

SUBJECT

Institutes of Technical Water Transport Training

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THIS IS UNEVALUATED INFORMATION

1. Institutes concerned with technical water transport training in the USSR may be grouped into four categories:
 - (a) Institut Vodnovo Transporta (Institute of Water Transport),
 - (b) Morskoi Technicum (Sea Technicum),
 - (c) Morskoi Technicum (Sea Technicum, but this type was for river and coastal waters), and
 - (d) Technicum Ribni Promishlenosti (Technicum of the Fishing Industry).

The above institutes were for command personnel, i.e. their graduates were officers of the merchant marine.

2. There were two Institutes of Water Transport in the USSR as of 1941, one in Leningrad and one in Odessa. They were on a higher level than the technician (technical schools). They primarily trained naval architects. In addition to ship building, the two institutes gave courses on building of ports and administration of fleets. Students attended the institute for four years. Graduates were not sea-going personnel. In addition to the above, the two institutes gave two year courses to improve qualifications. A technician graduate would attend the institute for two years before becoming an instructor in a technician or going into shipping or harbor administration. However, one could become a harbor master without this two year course if one worked well and had Communist Party backing.

3. The Sea Technica provided a four-year course and their graduates emerged as navigators of ocean waters (sturmali dalmove plavania). They also graduated ship's engineers (mekhaniki) and technical administrators (eksplotatsioniki) of fleets and shore installations, such as dispatchers and cost accountants. The Sea Technica, with the exception of the one at Kherson, also turned out radio operators (radisti, or morekii radio - tekhniki).

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normally after a three-year course. However, when needed, there were also shorter courses for radio operators, as well as for navigators, administrators, and ships engineers. The level of a technicum in the USSR was considered lower than that of a university, because less general education was provided. The Sea Technica, however, were considered to be on a higher level than other technica such as those teaching machine building, which usually gave only a three year course. There were eight Sea Technica, located at Kherson, Odessa, Batum (a small, unimportant one which graduated poorly qualified personnel but did give a four-year course), Rostov-on-Don, Leningrad, Archangelsk, Vladivostok, and Baku.

4. The Sea Technicum for River and Coastal Waters was located in Astrakhan and gave a three-year course. Its students graduated as navigators of coastal waters (sturman malovo plavania). They were often employed on river tugs which also were used in coastal waters of the Caspian Sea.
5. A Technicum of the Fishing Industry was located in Kherson; there was also one in Murmansk. They gave three year courses. Graduates were given the title of "kapitan-direktor", because they could serve either as captain of a fishing vessel or director of a fishing station (ribnii promislo). There were trawlers up to 200 tons, whalers, and large crab boats. A fishing station included a fishing fleet, piers, and a cannery. Frequently, an individual who was unable to graduate from a regular Sea Technicum would transfer to one of the two Sea Technica of the Fishing Industry.
6. There was a school for sailors (morskoye shkola) in Odessa, and probably one in Leningrad. [redacted] name of the school in Odessa, but in 1939 it was considered to be one of the trade schools (remeslennoyi uchilishch) and was so called. It trained able bodied seamen (AB), called "rulevoi" in Russian, i.e. helmsman. It also graduated machinists. I believe it was a two-year course. Frequently a boy of sixteen would enter this school, after finishing the general seven-year school.
7. In addition, each medium and large Soviet port periodically offered courses to improve the qualifications (Kursi po povisheniyu kvalifikatsii) of such sea-going personnel as navigators and engineers. Also, ports gave licenses to sail tugs and small craft up to 200 tons. The licenses were valid anywhere in the USSR.

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